

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

25X1

CD NO.

COUNTRY Germany (Russian Zone)

CONFIDENTIAL

SUBJECT Soviet RTO Orders to the Berlin
Regional Railroad HeadquartersPLACE
ACQUIRED
25X1

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DATE OF
INFO.

DATE DISTR. 28 December 1950

NO. OF PAGES 4

NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.E1d
444

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1. Orders issued by the Soviet RTO at the Berlin regional railroad headquarters between 18 and 30 October 1950 have been summarized as follows:

a. Order No 310 of 18 October: Thirty-five converted boxcars are to be assembled at the Fuerstenwalde railroad station, 7 converted boxcars at the Satzkorn railroad station, and 9 converted boxcars at the Luckenwalde railroad station by the morning of 22 October 1950. Twenty-two converted boxcars, each equipped with four wooden-board beds, are to be assembled at the Fuerstenwalde railroad station by the morning of 23 October 1950.

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b. Order No 314 of 19 October: One column locomotive is to be furnished in Kietz to take [redacted] to Poland at 4:30 p.m. on 19 October. (1) Another locomotive is required in Kietz to pick up [redacted], which arrives from Poland at 5 p.m. on 19 October, and turn it over to the Cottbus Railroad District in Grunow. (2) A third locomotive is required in Frankfurt/Oder at 8 p.m. on 19 October to haul [redacted] to Werbig and turn it over to the Greifswald Railroad District.

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c. Order No 315 of 19 October: One tank car for light-colored liquid fuel is to be dispatched to Puckow to be loaded there with chemicals by Derutra. Three tank cars are to be dispatched to [redacted] Gruenau on 23 October, to be loaded there with light-colored liquid fuel for shipment to Czechoslovakia.

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d. Order No 319 of 20 October: One column locomotive is to be made available at the Kietz railroad station at 6 p.m. on 20 October to pick up [redacted] from Poland and to haul it to the Greifswald Railroad District via Werbig. (1) Another column locomotive is required at the Kietz railroad station at about midnight on 20 October to haul [redacted], which arrives from Neuzelle in the Cottbus Railroad District, to Poland. (3)

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Next Review Date: 2008

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e. Order No 323 of 21 October: [] at the Neuruppin railroad station is to be dispatched to the Hammelsburg railroad station, to be completely checked there. The train is subsequently to be dispatched to Jueterbog-Altes Lager where it will be loaded at noon on 23 October. (4) 25X1

f. Order No 324 of 21 October: Seven converted boxcars, 2 boxcars and 66 flatcars are to be assembled at the Neuruppin railroad station for loading on 28 October. The converted boxcars will be used for daytime operations and need not be capable of long-distance runs. 25X1

g. Order No 326 of 23 October: One column locomotive is required at the Kietz railroad station at 3 p.m. on 23 October to haul [] to Poland. (1) 25X1

h. Order No 328 of 23 October: [] which was assembled at the Hammelsburg railroad station, composed of 21 two-axle coaches, 2 heating cars, and 21 boxcars, is to be sealed and dispatched to arrive in Jueterbog at 8 a.m. on 24 October. 25X1

i. Order No 329 of 23 October: One locomotive is required at the Frankfurt/Oder railroad station at 11 p.m. on 23 October to haul [] which arrives from the Cottbus Railroad District to Fuerstenwalde. (5) Another locomotive is to be made available at the Jueterbog-Altes Lager railroad station at 10 a.m. on 24 October to pick up loaded [] and haul it toward Falkenberg. 25X1

j. Order No 330 of 24 October: [] in the Berlin Railroad District is to be broken up. Its 5 kitchen cars, the train commander's coach, the hospital car, and the two boxcars for ration supplies are to be turned over to the Magdeburg Railroad District. (5) The converted boxcars of the train are to be reassigned as replacement cars as follows: 10 to shuttle-train [] in Jueterbog-Altes Lager, 5 to shuttle-train [] in Neuruppin, 5 to [] in Ballgow-Doeberitz, and 1 to the reserve of rolling stock in Kietz. (6) and (7) 25X1

k. Order No 333 of 26 October: [] at the Frankfurt/Oder railroad station is to be furnished with two converted boxcars which are capable of long-distance operations and which are to be thoroughly checked and provided with supplies. The train is then to be dispatched to Jueterbog-Altes Lager for loading at noon on 27 October. (8) [] at the Jueterbog-Altes Lager railroad station is to be dispatched to Wustermark at 4 p.m. on 26 October and checked there as to its mechanical condition. (8) [] at the Wustermark railroad station is to be turned over to the Magdeburg railroad district at 7 p.m. on 26 October. 25X1

l. Order No 334 of 26 October: Four refrigerator cars are to be withdrawn from operations and turned over to the Magdeburg Railroad District on 27 October for trans-shipment. [] which were loaded at the Jueterbog-Altes Lager railroad station, are to be dispatched to the Halle Railroad District by 10 p.m. on 26 October. (9) 25X1

m. Order No 337 of 27 October: One locomotive is required in Kietz at 3 p.m. on 27 October to haul [] which comes from the Greifswalde Railroad District via Torgig, to Poland. Another locomotive is to be made available in Jueterbog-Altes Lager at 10 a.m. on 28 October to haul [] toward Falkenberg. (8) 25X1

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n. Order No 340 of 27 October: Two winterized boxcars each are to be made available in Luckenwalde and Rathenow for loading at 4 p.m. on 28 October.

o. Order No 342 of 28 October: Five refrigerator cars are required in Jueterbog-Altes Lager by 30 October.

p. Order No 343 of 28 October: [redacted] at the Rummelsburg railroad station is to be thoroughly checked and, after being provided with supplies and two additional winterized boxcars, dispatched to the Jueterbog-Altes Lager railroad station by 6 p.m. on 30 October. 25X1

q. Order No 344 of 28 October: The commander of [redacted] in Rathenow is to be issued 63 lanterns from military stocks by 1 November. (10) 25X1

r. Order No 350 of 30 October: The loading of ten refrigerator cars with perishable foodstuffs at the railroad station on Leinallece, Berlin, will be completed on 30 October. The cars are to be dispatched to Koepenick, where they will be coupled to [redacted] for shipment to Wildpark. (11) 25X1

2. Extracts from the register of the main train dispatch office on 24 and 30 October 1950 have been summarized as follows:

a. Entry of 24 October: The rails and ties south of the platform of the Sachsenhausen railroad station were heavily damaged by tanks crossing the tracks. The branch-off point to Oranienburg is blocked. The tank causing the damage [redacted] (12) 25X1

b. Entry of 30 October: Couplings of ammunition train [redacted] en route from Sulkow to Kopenick, broke on the line between Belzig and Borne. The line is blocked. (13) 25X1

(1) [redacted] Comments. [redacted] 25X1

(1) Compare with information by another source who observed [redacted] with troops running as stated in the present report and on the same days. [redacted] 25X1

(2) [redacted] was observed on the Kuestrin-Cottbus line by two other sources. [redacted] 25X1

(3) Shuttle-train [redacted] was seen on the Jueterbog-Kuestrin line on 20 October [redacted] passing through Kuestrin [redacted] 25X1

(4) [redacted] of 54 empty boxcars was observed en route from Berlin to Jueterbog on 23 October. [redacted] 25X1

(4) [redacted] with 56 boxcars carrying [redacted] 25X1

(4) soldiers had left Jueterbog for the U.S.S.R. via Guben on 24 October. See [redacted] 25X1

(4) Order No 329, however, indicates that the train left the zone via Kuestrin rather than via Guben. [redacted] 25X1

(5) [redacted] was previously identified only on 12 October. [redacted] 25X1

(5) the train was en route from Guben to Falkenberg, and [redacted] it traveled from Jueterbog-Altes Lager to Rathenow on that day. [redacted] 25X1

(5) It is believed that the train arrived in the Soviet zone of Germany via Guben for the second time on 23 October and was subsequently broken up. [redacted] 25X1

(6) [redacted] of 10 converted boxcars, was formed in Rathenow on 3 October and dispatched to Jueterbog. [redacted] 25X1

(6) On 28 October, 2 and 9 November, the train was seen en route from Rossau to Jueterbog, carrying military personnel. [redacted] 25X1

(6) [redacted] was assembled in Neuruppin on 13 October, [redacted] in Doeberitz. [redacted] 25X1

(6) [redacted] with six boxcars was observed on the Doeberitz-Bad Freienwalde line on 21 October and 3 November. [redacted] 25X1

(6) [redacted] 25X1

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(7) It appears that a reserve of rolling stock was formed in Kietz for the duration of the shuttle-transportation program to replace any defective cars of shuttle-trains.

25X1 (8) [redacted] went from Frankfurt/Oder to Jueterbog on 27 October, and that shuttle-train [redacted] went from Falkenberg to Jueterbog and continued empty to Jüstermark. [redacted]

25X1 (9) [redacted] This previous information was substantiated by the present report. [redacted] was formed on 3 October. It was seen going from the direction of Falkenberg to Jueterbog on 28 October, from Neinsdorf to Jueterbog on 2 November and from the direction of Falkenberg to Jueterbog on 13 November. [redacted]

25X1 (10) Shuttle-train [redacted] presumably used for the repatriation of Soviet defendants, traveled from Rathenow to Jueterbog on 13 November, presumably already loaded, and subsequently left Jueterbog for Frankfurt/Oder. [redacted]

25X1 (11) The shuttle-trains not commented upon were mentioned in other reports of October 1950, but they were operating at times other than those stated in the present report.

25X1 (12) [redacted] a component unit of the 6th Gds Lecz Div.

25X1 (13) The same ammunition train [redacted] was previously observed [redacted] [redacted]

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